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HONGKONG, FRIDAY, APRIL 15TH, 1904.

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Only communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Codes: A.B.C. 5th Ed. Lieber.
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BIRTH.
On the 12th April, at Szentow, the wife of ARTHUR MAGDOON, of a daughter. [1022]

The Daily Press.
HONGKONG OFFICE: 14, DE VOUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.
HONGKONG, 15TH APRIL, 1904

At last, after an interval of nearly three weeks, the inaction of the Japanese fleet in the Gulf of Corea has come to an end, and a most vigorous blow seems to have been struck. Details have yet to be received, but the Russians are reported, through S. Petersburg sources of information too, to have lots, not only one of their finest battleships, which was at the time acting as Senior Admiral's flagship, but also with it their new Admiral MAKAROFF, who superseeded Admiral STARK in command of the Port Arthur squadron. The fight took place in the vicinity of Port Arthur, whence the sound of heavy firing was heard on the morning of the 13th instant at places on the opposite side of the Gulf of Pechili.

It was on the 26th March that the Japanese made their last attack on Port Arthur. On that day Admiral MAKAROFF, in the words of his own despatch, left Port Arthur with battleships, cruisers, and destroyers and made a reconnaissance of the adjacent islands. The same night the Japanese made their second unsuccessful, or only partly successful, attempt to block the entrance to the harbour. That their desire was not gratified was evident from the fact that at the beginning of April Russian warships were cruising in the Chili Straits near Port Arthur. On the 6th instant the Press steamer *Haiman* was stopped by the *Bayan* in that neighbourhood and searched. The information was elicited that the *Bayan* had made a search for the Japanese fleet within thirty miles of Port Arthur, but had seen nothing of it. Then another period of silence followed, until on the 11th instant

it was stated that the Russian squadron had left Port Arthur, presumably to make another reconnaissance, but in greater force. The sequel is what we now hear, and the Japanese appear to have caught the Russians beyond the shelter of their land guns. The cessation of the bombardments of Port Arthur, so frequent in March, is no doubt to be explained by the facts that the Japanese found that they could not get the Russian ships to come out of the shelter of their forts sufficiently far for the Japanese naval superiority to tell, and that they realised that the expenditure of shot and shell in bombardment might be quite incommensurate with the effect produced. So they seem to have withdrawn out of touch with Port Arthur, though keeping somehow in a position to take advantage of an extended reconnaissance of Russia's squadron. The Japanese naval base has been said to be the Elliot Islands, about seventy miles north-east of Port Arthur along the coast of the Liaotung peninsula. Wherever the Japanese fleet has been, it has managed with no little skill to keep out of sight until the opportunity arose to strike hard. And the blow is undeniably grave. The *Petropavlovsk* is a vessel which must count for a lot in any naval encounter, and Admiral MAKAROFF was looked to for repairing the blunders of his predecessor; he was declared by our own Admiral FREMANTLE recently to be a scientific and able man.

The fight at the mouth of the Yalu River has apparently turned out to be very much too small an affair to set against the loss of a battleship, even if it were a Russian victory, as at first claimed. But from our Kobe correspondent's telegram it seems to have been a skirmish between outposts, in boats and on the banks of the Yalu, and to have ended in the Russians retiring. The first big land engagement has still to come.

The finding of a Chinese corpse, dead from plague, in Reclamation Street, Yumaiti, was reported yesterday.

The Pan-American Railway Commissioner appointed by President Roosevelt has visited the South American Republics and reports favourably on the proposal to construct an inter-Continental railway.

With regard to the scale of hire for street-coolies, it has been pointed out to us that Ordinance 8 of 1888, section XVII, was repealed by Ordinance 13 of 1888, and that consequently the scale of coolies' wages has no force.

A Canton correspondent of a Saigon contemporary states that Viceroy Shun has been endeavouring to negotiate among the European Powers a loan of \$200,000 to meet the expenses of military operations against pirates in Kwangsi.

The failure of a German mail to arrive this week is due to the accident which occurred to the *Oldenburg* at Aden. The mails were transferred to the P. & O. steamer *Marinara*, and presumably they will not reach here till this day week.

The following promotions on the outdoor staff of the Kowloon Customs have been made:—Mr. J. A. Peach, 2nd Class Tidewater, to be 1st Class; Messrs. Bornek and Corbin, 3rd Class Tidewater, to be 2nd Class Tidewater.

SIR MATTHEW NATHAN

EXPECTED IN AUGUST.
We received yesterday afternoon from the Colonial Secretary's Office the following message:—

"It is understood that according to present arrangements Sir Matthew Nathan starts from England for Hongkong in July next."

KANG YU-WEI EXPELLED FROM HONGKONG.

A DANGER TO THE COLONY.
Kang Yu-Wei, the well-known Reform leader who has been a thorn in the flesh of the Chinese Government for many years past and who, it will be remembered, fled to Darjeeling in India to escape assassination, has been expelled from Hongkong his last resort. During his stay here of three months or so the police had him under their close protection and it is necessarily a relief to them to have him away from the Colony. He left ostensibly for Japan.

A POISONING MYSTERY AT KOWLOON CITY.

A day or two ago, while an old woman was cooking her evening meal in her house at Kowloon City, she had occasion to turn away for a moment from her attendance on the rice-pot. When returning to the fire she noticed a Chinaman whom she knew slightly stepping towards the door from that direction. As the man had been in the habit of coming and going to and from the house in a free and easy sort of fashion the old woman did not pay much heed to his visit, but when she went to stir the rice she found on top a yellow scum that ought not to have been there. At the time she did not connect it with the man's visit. She simply skimmed it off, and when the rice was properly prepared proceeded to her meal. Shortly afterwards she was seized with violent stomachic pains and vomiting. The neighbours sent for a Chinese doctor, who administered emetics and brought the old woman round. It is suspected that this man, who had come into the house had thrown some kind of poison into the pot, from what motive is not known. The scum taken off the rice has been sent up for analysis. Meantime the suspected man has disappeared and no trace of him can be found; the woman says she does not know him by name, but only by appearance. The police are making rigorous enquiries.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

THE WAR

ANOTHER NAVAL BATTLE.—
RUSSIAN FLAGSHIP SUNK.

LONDON, 13th Ap., 11.5 a.m.

It is telegraphically reported that heavy firing has been heard in the direction of Port Arthur this morning, lasting from five o'clock until seven.

LONDON, 13th Ap., 3.55 p.m.

A semi-official report states that the Russian first-class battleship *Petropavlovsk* has been sunk at Port Arthur and only four officers have been saved.

ADMIRAL MAKAROFF
REPORTED KILLED.

LONDON, 13th Ap., 4.30 p.m.

It is reported at S. Petersburg that Admiral Makaroff was killed in the engagement at Port Arthur.

[The *Petropavlovsk* was the Senior Admiral's flagship. She is a turret battleship of 10,960 tons and 14,213 i.h.p. at trial. She was launched at S. Petersburg in 1898 and cost £1,093,000. Her armour is 15½ in. belt, 3½ in. deck, 9 in. bulkhead, and 10 in. heavy gun position, while she carries four 12 in., twelve 5.9 in., and 34 smaller guns, and 6 torpedo-tubes. Her speed was 16.3 knots at trial, and her complement is 700 men. The death of Admiral Makaroff will be heard of with regret in Hongkong, where that officer was for some time in harbour six or seven years ago, and made himself very popular. He was an officer of ability; among other things he was the inventor of a collision-mat for warships.—Ed. D.P.]

MAKAROFF'S DEATH.

LONDON 14th Ap., 11.20 a.m.

In consequence of the death of Admiral Makaroff in the battle on the 13th at Port Arthur Admiral Alexieff will take over command of the Russian fleet until the arrival of Admiral Rogestvsky, who will succeed Admiral Makaroff.

THE "PETROPALOVSK."
LATER.

Thirty-nine of the crew of the *Petropavlovsk* were saved.
[As the wrecked battleship carried a crew of about 800 men her losses may be estimated at about 750.—Ed. D.P.]

SKIRMISH ON THE YALU.

Kobe, 13th Ap., 8 p.m.

Lieutenant Yamaguchi, with five men, proceeded in a small boat on a scouting expedition at the mouth of the Yalu River on Sunday and discovered seven Russians in a junk. The Russians fired on them, whereupon some Japanese cavalry appeared on the south bank and opened fire. The Russians were then reinforced by ten men. The firing lasted for 80 minutes, after which the Russians retreated, having one man killed and two wounded.

GENERAL NEWS.

THE TIBETAN MISSION.

LONDON, 14th Ap., 11.20 a.m.
The British Tibetan mission has arrived at Gyantse and was opposed by the approach of four delegates.

[The Gyantse referred to is in all probability the Gyantse City of Great Tibet on the Ponnangchu, a tributary of the Brahmaputra, about 100 miles S.W. of Lhasa.—Ed. D.P.]

EXPLOSION ON U.S. "MISSOURI."

THIRTY KILLED.

LONDON, 14th April, 11.20 a.m.

By a gun explosion on the United States armoured warship *Missouri* at Pensacola, 30 persons were killed.
[The *Missouri* was built in 1901 and has a displacement of over 12,000 tons.—Ed. D.P.]

VESSEL ASHORE.

LONDON, 14th Ap., 11.20 a.m.

The s.s. *Fervent* is ashore at Portsmouth and it is expected she has been totally wrecked.

[FROM THE JAPANESE GOVERNMENT.]

THE SINKING OF THE "PETROPALOVSK."

JAPANESE WARSHIPS SAFE.

Tokyo, 14th Ap., 7 p.m.

A telegram received by the Government at Tokyo from Rear-Admiral Uryu, the Commander of a detached squadron, states that it is reported by one of our torpedo flotillas that one of our squadrons made close approach to Port Arthur on the 13th inst., and opened fire on the Russian fleet. During the battle the Japanese warships sank a Russian battleship of the *Petropavlovsk* class, and also a torpedo-boat-destroyer. The whole of our offensive squadron is safe. An official report from Admiral Togo has not yet been received.

[This telegram, courteously supplied by the Japanese Consul, confirms the *Daily Press* message which, it may be remarked, was circulated in the form of an "Extra" yesterday morning.—Ed. D.P.]

REUTER'S SERVICE.

THE ANGLO-FRENCH AGREEMENT AND SIAM.

LONDON, 11th April.

The official text of the Anglo-French agreement, in reference to Siam, says that the two parties, disclaiming all ideas of annexation of territory and being resolved to abstain from anything opposed to existing treaties, agree that their action shall be exercised freely in the spheres of influence East and West of the Menam basin respectively.

EGYPT AND THE POWERS.

LONDON, 12th April.

A despatch from Lord Lansdowne to Sir E. Munson emphasises the French recognition of the prominent position of Great Britain in Egypt. A new Khedivial decree annexed to a declaration and accepted by France will, if accepted by the other Powers, give Egypt a free hand in the disposal of her own resources. The functions of the Caisse will be strictly limited to receiving the assigned revenues and paying Coupons and will have no right to interfere with the general administration of the country. The Economies Fund, which now amounts to £5,500,000, will be handed over to the Egyptian Government. There is a reasonable hope that there will be no serious obstacle to the promulgation of the Khedivial decree by the other Powers, whose holding in the Egyptian debt is quite insignificant, but should unexpected obstacles arise, England can count on the support of French diplomacy to overcome them. Lord Cromer considers that the time is not ripe for modifying the legislative and judicial systems, but when the time comes, England has sufficient grounds for counting on French co-operation for effecting the necessary changes.

FIRE IN QUEEN'S ROAD.

Fire broke out at No. 288, Queen's Road East at about eleven o'clock last night. The fire brigade hurried to the scene, their promptness, however, being to no purpose as there was no water on the mains. The flames spread rapidly, a large crowd of spectators and the powerless fire brigade simply watching the fire. Before water commenced to spurt from the brass nozzles five houses, Nos. 282, 284, 286, 288, and 290, were ablaze. At the two outer ones, Nos. 282 and 290, the state of affairs was not so bad, the work of destruction being confined more or less to the roofs, but the other three were soon gutted. Luckily the block of buildings, comprising Nos. 284, 286, 288, and 290, was in some measure isolated. Curiously enough the conflagration spread from house No. 288 against the wind. The red glare in the sky attracted spectators from all directions, many Europeans being amongst the throng. By working hard with their hoses from both back and front—the rear, by the way, with its numerous bright red windows and showers of sparks, was the best sight—the brigades managed to secure control before midnight. Burning, though, continued well into the morning, the ruins still smouldering as we go to press. Fire broke out on the second floor of No. 288, which, as far as we can gather, was a Chinese Hotel. We understand that No. 290 is a paper store, 286 jewellery and silk and piece goods, and 282 jewellery. The amount of the damage is well covered in various local insurance companies.

THE CITY HALL.

ANNUAL MEETING OF SHAREHOLDERS AND SUBSCRIBERS.

The annual meeting of the shareholders in and subscribers to the City Hall was held yesterday evening in the Library. Hon. C. W. Dickson presided, and there were also present Hon. H. E. Pollock, K.C., Messrs. H. N. Mody, N. A. Siebs, B. Layton, H. W. Bird, and F. B. L. Bowley (secretary).

The report for the 18 months ending 31st December, 1903, was submitted as follows:—
The last annual meeting was held on the 26th day of February, 1903.

COMMITTEES AND STAFF.—There have been no changes in the Committee since the last meeting, and it now consists of Hon. C. W. Dickson, Chairman, Messrs. B. Layton (Hon. Treasurer), H. N. Mody, N. A. Siebs, and C. S. Sharp and Hon. H. E. Pollock, K.C. Mr. Hursthouse acted as Secretary from 1st July, 1902, to 30th November, 1902, during Mr. Bowley's absence. The City Hall suffered a great loss in July, 1903, in the death of Mr. Lau A. Yau, who was commodore at the City Hall for over thirty years.

THE STATE OF THE BUILDING.—The usual annual examination of the building was made by the architects, Messrs. Palmer and Turner, in October, 1903, and the floors of the S. George's and S. Andrew's Halls were found to be quite sound. Several defective beams in the roofs were renewed and other necessary repairs effected. The amount spent on ordinary repairs during the 18 months ending 31st December, 1903, was \$302.46. The architects report that extensive repairs to the roofs will shortly be necessary. Two new urinals have been fixed, at a cost of \$1,164.50, and constitute a great sanitary improvement on the old-fashioned fittings which they have replaced.

THEATRE, &c.—During the 18 months ending 31st December, 1903, the Theatre was let to the Amateur Dramatic Club, Mr. Brough, Mr. Dallas, Pollard's Lilliputian and Comedy Companies, and many other minor companies and entertainers. Extensive improvements have been effected in the Theatre, including the remodelling of the Dress Circle, Electric Lighting of the Auditorium and adapting the stage to the requirements of modern scenery, at a total cost of \$5,392.27. The tariff of rents was raised considerably from 1st January, 1903, in order to meet the fall in exchange, and the receipts show a more than corresponding increase.

THE LIBRARY.—110 books published in Hongkong were deposited in the Library: numerous newspapers and periodicals have been kindly presented by members of the Committee, by Mr. Barton, Mr. E. ley, Mr. H. E. Tomkins, the Hongkong Club, the proprietors of the local newspapers, and of the *Government Gazette*, and others. In December, 1902, the Hongkong Public Library was closed and its valuable collection of books was presented to the Lending Collection of the City Hall Library and amalgamated with it. The joint collection has been catalogued by the Secretary, and now contains about 2,800 volumes of modern literature. The number of visitors to the Library during the 18 months was 17,571 non-Chinese and 5,391 Chinese; the number of resident ticket-holders for the Lending Collection was 168 on 31st December, 1903, of whom 14 are Chinese. The free reading-room and lending collection are increasingly appreciated by many sections of the population.

MUSEUM.—There have been no important additions to the Museum, which suffers from the lack of scientific supervision and from climatic influences, but it is still much appreciated by Chinese residents and visitors. The Museum was visited by many thousands of Chinese and a large number of Europeans during the 18 months under review.

ACCOUNTS.—The balance in the hands of the Hon. Treasurer when the accounts for 1903 were closed was \$3,938.34. The reserve fund on fixed deposit in the Hongkong and Shanghai Bank has been increased by adding accrued interest and now amounts to \$15,167.71. The expenditure exceeded the ordinary receipts (excluding amount brought forward and interest on fixed deposit) by \$1,225.41; this excess is much more than accounted for by the improvements in the Theatre. It has been decided to close the accounts in future on 31st December instead of 30th June, and in order to effect this change the accounts cover a period of 18 months.

THE CHAIRMAN said—Gentlemen, the report and accounts have been circulated, and I propose to take them as read. It will be noticed that they cover a period of eighteen months, ending 31st December last. In previous years the report and accounts have been brought up to the 30th June, but it is proposed in future to close them at the end of each calendar year. The committee regret the death of the old commodore Lau A. Yau, which occurred last summer; his many years' experience was invaluable to the organisers of entertainments, and it will be difficult to fill his place. It will be noticed that the tariff of rents for the theatre and halls was increased considerably in January, 1903, and the result has been an increase of revenue. On the other hand, an extensive scheme of improvement was taken in hand last year, and completed during the off season at a heavy expense. The theatre has been much improved by the re-modelling of the dress circle in accordance with suggestions made by Mr. Robert Brough, and by the extension of the electric light to the auditorium and the raising of the floor of the stalls; the lavatories, too, have been brought up to date, the total cost being over \$6,500. The collection of books presented by the Hongkong Subscription Library, as mentioned at the last annual meeting, has been amalgamated with the existing lending collection and catalogued. The combined collection constitutes a fine lending

library on a small scale, which is increasingly appreciated; the library is also much used as a reading-room. It is to be regretted that the terms of the respective trusts preclude the amalgamation of the old "City Library" collections with the newer books. It is practically impossible to improve the Museum, as there is no qualified naturalist or taxidermist on the staff, and, in the absence of any endowment, the committee are unable to engage one. The institution pays its way, but returns no interest on the original capital expended.

Hon. Mr. POLLOCK seconded, and the motion was agreed to.

This was all the business.

NAVAL NOTES.

The German cruiser *Hansa*, with Rear-Admiral Holsendorf on board, arrived from Tientsin yesterday, having left that port on the 9th inst. The United States cruiser *San Francisco*, Capt. Verg, arrived here yesterday for docking purposes. She left Cavite on the 11th. The Portuguese cruiser *Adamastor* shifted her berth yesterday from the foreign man-of-war anchorage to a buoy off the Kowloon Docks.

THE TROUBADOURS.

The Troubadours repeated their entertainment last night. To-night Professor Zancig, the hypnotist, will select subjects from the audience and then make them sing, dance, act, recite, etc. Professor Zancig will also hypnotise a subject to sleep for 24 hours. The subject will be placed all day (Saturday) in the window of Messrs. J. Ullman & Co.'s store, and be awakened at the theatre on Saturday night. A special matinee, arranged for ladies and children, will be given on Saturday afternoon at three o'clock.

BALL IN THE CITY HALL.

Last evening the King Edward VII. Lodge, No. 910, Royal and Ancient Order of Buffaloes, gave a very successful ball in the S. George's (City) Hall. Dancing commenced at nine o'clock. As the guests arrived at the entrance they were confronted with tasteful floral and colour decoration of the grand staircase. The pillars were entwined with evergreens, the balustrades covered with bunting of brilliant hue, and the stairway profusely decorated with tropical plants. On the landing were two ancient brass howitzers (kindly lent for the occasion by H.E. Major-General Villiers Hutton, C.B.); and between the guns was placed a huge floral emblem bearing the symbolic letters "R.A.O.B." Flags and banners hung all along the corridor leading to the dancing hall, which itself was a blaze of colour, what with the display it contained of festoons of flags, and the scintillations of the electric light from trophies of bayonets and ancient spears. For the fine decorative facilities placed in their way the committee have to thank H.E. the General and also the City Hall Committee. Music was supplied by the Sherwood Foresters. Dancing was kept up with great spirit till an early hour this morning, and as the numbers present were just a little over 100 couples, the floor conditions were as pleasant as they could possibly be. The programme was as follows:—

- | | |
|---------------------------------|-----------------------|
| 1.—Quadrille | 6.—Mazurka |
| 2.—Waltz | 7.—Cadenodians |
| 3.—Barn Dance | 8.—Schottische |
| 4.—Lancers | 9.—Waltz |
| 5.—Waltz | 10.—D'Alberts |
| | Interval. |
| 11.—Lancers | 16.—Cadenodians |
| 12.—Barn Dance | 17.—Schottische |
| 13.—Der Styrian | 18.—Waltz |
| 14.—Quadrille (Hidden Treasure) | 19.—D'Alberts |
| 15.—Waltz | 20.—Circassian Circle |

Supper was served on the verandah in the course of the evening, and here also was provided accommodation for smoking and card-playing. Mr. J. H. Oxberry (president), and Staff-Sergeant Hyett efficiently carried out the duties of M.C.s, and the energetic secretary, Mr. J. J. Blake, was indefatigable in attending to the comfort of the dancers. Beside those gentlemen already mentioned the committee consists of Messrs. G. G. Burnett (vice-president), Yung Hee (treasurer), E. W. Rogers, Hung Mak Hei, J. Johnson, H. P. Madar, Goodhall, R. A. Collins and (S. Musso, To Mr. R. A. Collins is due in great part the excellence of the decorations that beautified the hall. The R.A.O.B. are to be congratulated on the success which attended this their first Lodge ball and their last dance for the season.

By kind permission of Lt.-Col. Fremonger and officers, the Band of the 93rd Burma Infantry will play the following programme of music at the King Edward Hotel during dinner to-night:—
March..... "Field Service"..... Ord Hume
Overture..... "Stradella".......... Flotow
Selection..... "The Rose of Persia"..... Sullivan
Dance..... "The Sun Feast".......... Waller
Selection..... "Little Christopher Columbus"..... Caryll
Waltz..... "Gloire de Dijon"..... Andrews
Mazurka..... "La Contesse".......... Translatour
"God Save the King"

MENU.
Hors D'Oeuvres
Caviar on Toast.
SOUP.
Ox Tail.
FISH.
Boiled Fish and Shrimp Sauce.
ENTREES.
Grilled Fillet of Beef
Larded Breast of Pigeon
Sheep's Tongue en Aspic.
JOINTS.
Roast Beef
Roast Capon
Cold Ham.
CURRY.
Shrimp.
SALAD.
Sauté.
VEGETABLES.
Boiled Potatoes
Green Peas
Fried Potato Cakes
Brussels Sprouts

REVIEW.

Central Asia and Tibet: Towards the Holy City of Lhasa. By Dr. SVEN HEDIN. London: Hurst and Blackett, Ltd. 2 volumes. Few travellers of modern times have excited more interest than Dr. Sven Hedin; and this for two reasons—first, the character and personal enthusiasm of the man, and secondly, the extreme value, historically and scientifically, of the work undertaken. If the new work have less of the romantic about it than his first journey it is that the scenes depicted in it have already been made more or less familiar by his previous explorations; but from a scientific point of view the filling in of the lacunae left on his former journey have an even more permanent value as the final conclusions of a traveller capable of pronouncing a definite opinion.

As a contribution towards the physical geography of Central Asia, east of the Pamirs Dr. Hedin's work stands without a rival, and if the present work has added comparatively little to our knowledge of the natural history and geology of the districts visited, it is to be remembered that he has brought back large collections, which will doubtless, when worked up by skilled experts, in a promised supplementary volume, largely increase our knowledge on both these subjects.

One of the main objects of Dr. Hedin's researches was to solve the important question of the drainage of Eastern Turkestan, and throw light on the baffling problem of Lake Lop—a question, we may add, which for twenty centuries has sought a satisfactory solution. It is no mean achievement not only to have closed the geographical problem, but to have explained the physical causes in operation which have conducted to bring about the present conditions. Historically, Lake Lop first appears in the pages of the Shi-Ki when the traveller Chang Kien describes it under the simple name of the "Salt Marsh." This was in the second century B.C. Its traditional history goes back many centuries further—prior indeed to the establishment of the Chinese State.

Myth and tradition, in that they do not consciously lie, are in some respects superior to history. True, they require to be judged by different canons. Their evidence is circumstantial, not direct, and herein lie both their strength and their weakness.

In the pages of the Han Shu we find Lop, under the name of the Poch'ang, apparently for Boghah, more extensive than in modern times. It apparently stretched from the present Shara Lake some distance N.E. of Shachow to the Moslem Kara-Koshun, and it parted the two great routes from China to the Pamirs, which ran respectively along the flanks of the Tianshan, and the mountains called by modern geographers the Kwenlun. But Lop, even in the period of the former Han, was but a vestige of its former self. In the so-called "Tribute" of Yu of at least some centuries earlier we find it called the Yokohai, which modern Chinese render as "Weak Water," and assure us it was so weak that it could not support a feather. Yok is rather to be rendered as "dead" or "dying," and the disappearing habits which mark it to-day, and the absolute absence of definition along its shores, were then as conspicuous as to-day. At a still earlier date geology teaches us the lake was a vast inland sea, the last remains of a former Asiatic Mediterranean, and the survival of these ancient legends seems to testify to the contemporaneity of the last stage with the human occupation of Central Asia. In the alternative name by which the Poch'ang Lake was known to the early Chinese of the "Salt Marsh" we have a clue to its modern appellation of Lop, which is really the rendering back into the old Aryan speech of these districts of the Chinese Imch'ak, i.e., Lavapa, i.e., the "Salt-Water."

The country about the lake occupied at present by the Desert of Gobi was in the time of the Hans, and down at least to the fifth century, known as Kushi, or Gash. It is characteristic of the unalterable character of the population that the names still survive. During the Han period this district was fairly well peopled. It was, however, sadly visited by the Hsing Nu Turke, and we find the Emperor Wu Ti settling it with military colonists. Dr. Hedin is manifestly in error in giving, on the authority of Mr. Mimly, to the remains of a small town on what was once the site of the lake, the name of Leolan. Leolan originally represented the present site of Chenechen; in the course of time, with the change of pronunciation which marked the former Hans, the characters were found unsuitable, and new ones, with the value of Shenshen, were introduced. The former Leolan does not appear later than the earlier Han. It is, of course, possible that Leolan may have been reintroduced later as the name of a post town on the southern road to Shenshen, but the name in this new sense does not, so far as the writer is aware, occur in the histories.

The actual name of this district, Gash, certainly survives since the time of the Hans. It occurs in the name still given to one of the ruined cities visited by Dr. Hedin, and denominated by him Wash-shahri, but which is called Gas-Shari by Prejevalski. It also is to be found in the form Khash on the Chinese map as one of the lakes in the Lop district, and we apparently may trace it in the modern name of the lake, the Kara (black) Koshun. In the wandering nature of the lake, oscillating from north to south, is to be found the true explanation of the curious fact that, notwithstanding at it has no exit, it still remains fresh. It is in fact never continued so long in any one nity as to acquire permanent salinity; and in face of the fact that the entire subsoil of the district is saturated with salt.

aturally, as the ultimate receptacle of the drainage of the Tarim system, we might

expect the level of the Lop district to rise from century to century. Dr. Hedin's researches show that this has not been the case, the former bed of the lake, as indicated by the site of the town discovered by the traveller, having on the contrary been eroded several feet since the erection of the buildings on the site. This afforded the explanation of the oscillatory movements of the lake. As long as the muddy river flows into the lake-bottom rises, while at the same time the former lake bed is eroded by the constant westerly gales which mark the winter and spring. As soon as by this double process the relative levels of the new and old beds have been reversed the lake again takes up its original position, and so oscillates between the Kurak and Altyn Taghs, without any permanent rise in the surface of the plain occurring.

In opposition to a certain eolian theory—that of Baron F. von Richtshofen—which for a time became famous, we now learn that the surfaces of the loess-clad steppes of Northern China and Eastern Turkestan are undergoing rapid denudation by the combined action of air and water. Anyone who has had experience of Northern China, even so far east as Pechili and Shantung, where for six months in the year moving dust, the effect of the eolic erosion of the loess, forms an atmospheric pall over the land, can have no difficulty in recognising that, independent of the water-courses of these two provinces, the amount of soil carried yearly by the winds to subside in the Gulf of Pechili may be estimated by millions of tons.

Dr. Hedin's work of exploration, though the elucidation of the Lop Nor problem, which for so many ages has baffled research, might fairly have been considered as sufficient for one journey of exploration, by no means ended with his circuit of the entire lake depression of the Gobi. Setting out from Stockholm on Midsummer's Day 1899, he arrived at Kashgar on the 16th August. This fact alone emphasises the surprising political changes which have made what less than fifty years ago was reckoned in the case of Vambury to have been an act of heroic devotion, a matter of plain every-day voyaging. Nor does our author claim any special adventure, beyond the fact of his having been the first to undertake it, in his voyage by boat down the Tarim, which represents in Eastern Turkestan the combined flow of the Oxus and Jaxartes in the West. Curiously enough, when he least expected it he was within measurable distance of the echoes of the great Boxer upheaval in North China, having been, whilst the Legations were besieged in Peking, within a couple of days' journey of the border fortress of Shachow in the extreme west of Kansu. Amongst the many Chinese officials whom he met in the New Dominion, and of many of whom he speaks in high terms, not one made the slightest allusion to the current of events in the East, of which they must have had direct information. His journey for the first twelve months had been confined to the hydrographic exploration of the great basin of Eastern Turkestan, and one in reading his pages knows not whether to admire the singleness of purpose which directed all his energies to this one end, or to regret that he did not now and then unbend himself to study as side-lights to the narrative the interesting objects which presented themselves in the natural history, the geology, and the archeology of the hitherto unknown districts visited. The facts noted in the work will be, however, of the greater importance that they are mentioned incidentally and not as the outcome of any preconceived theories; and doubtless when his fuller notes are worked out will afford the basis for a scientific thesis of almost equal importance with the present work.

(To be continued.)

WATER RETURN.

LEVEL AND STORAGE OF WATER IN RESERVOIRS ON THE 1ST APRIL.

LEVEL.	1904.	Below overflow	Below overflow.
Tyatam	39 ft. 3 in.	45 ft. 10 in.	
Pekfulam	38 ft. 0 in.	37 ft. 11 in.	
Wongneicheong	34 ft. 2 in.	41 ft. 4 in.	
STORAGE GALLONS.	1903.	1904.	
Tyatam	129,077,000	113,745,000	
Pekfulam	2,400,000	1,150,000	
Wongneicheong	2,319,000	506,000	
Total	133,796,000	115,396,000	

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF MARCH.

CONSUMPTION.	1903.	1904.
Consumption	64,786,000	68,237,000 gallons
Estimated population	218,600	222,900
Consumption per head per day	9.6	9.9 gallons

INTERMITTENT SUPPLY IN FORCE DURING THE WHOLE OF MARCH IN BOTH YEARS.

CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF MARCH.

CONSUMPTION.	1903.	1904.
Consumption	13,043,000	12,915,000 gallons
Estimated population	61,000	66,850
Consumption per head per day	6.9	6.2 gallons

The Government Analyst reports that the water is of excellent quality.

P. L. H. JONES, Water Authority.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 14th at 11.30 a.m. The barometer has risen in N. China, and in the Philippines, and has fallen in Japan and very slightly in S. China.

Gradients are slight on the China Coast and moderate NE. monsoon will prevail in the Formosa Channel.

Over the China Sea the gradients are still slighter and light variable winds may be expected in this region.

Forecast:—Light E. to SE. winds; cloudy, fine.

POLICE COURT.

Thursday, 14th April.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

ALLEGED BRIBERY.

A Chinese butcher was charged with bribery. Mr. John Hastings, solicitor, appeared for the defence.

Mrs. Isabel Watson, wife of Inspector Alexander Watson, gave evidence that at about a quarter-to-nine on the morning of the 11th inst. a butcher came into the garden and asked for the Inspector, who was out. He sat down, talking to her little girl, and by-and-by getting tired of waiting, evidently, went away, leaving two \$10 notes in the child's hand.

By Mr. Hastings: Witness said that the youngster had often spoken to and played with the defendant before. Witness had another daughter named Katie, eight years old. The children spoke Chinese, and sometimes when the Inspector was put interpreted for their mother. Men in the position of the defendant gave the children 10 cents, 50 cents, or even \$1, and witness took no notice of it.

Inspector Watson, General Inspector in charge of the Animal Depots and City Slaughter-houses, said that the defendant was the San Lee Butcher as far as he knew, who had been the Military Contractor since the 1st April. The witness passed cattle before they were slaughtered. The defendant had a large number of cattle in reserve. Eight of these were sick, some were under observation, and some had died; this, however, was not unusual.

Chief Detective Inspector J. W. Hanson gave evidence as to the defendant's arrest. The case was adjourned.

EMBEZZLEMENT.

A Chinese bill-collector of the Mutual Stores, who had collected money and went to Macao to spend it "for his master," was sentenced to two months' hard labour. Mr. Kemp said a good punishment would have been to place him in the stocks in front of the store, but he did not enforce this. The Chinese, perhaps, prefer a week in gaol to an hour in the stocks—they "lose face."

VAGRANTS.

Four of the most disreputable Chinamen imaginable, men clad in tatters and with hair in a wild state of filth, and a youngster, were charged with being vagrants. The five companions had unlawfully used a pigstye as a lodging-house. The men were sentenced to 14 days' hard labour, and the boy was bound over in a personal bond of \$25; or, if he could not find the money, to go to prison for six weeks.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

Inspector Williamson charged a Chinaman for gambling in the street. The man was fined \$5 or 14 days. Inspector Williamson said a deal of gambling went on but it was very hard to catch the offenders.

CORRESPONDENCE.

SHORTHAND.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 14th April.

SIR,—I have been somewhat amused by the grossly misleading statements published by Mr. Warwick Peelle in reference to Pitman's system of Phonography, and would ask you to be good enough to allow me space in your valuable columns to say a few words in reply. In one of his many letters to the Press, Mr. Peelle states that the Pitman system takes three years to learn and requires ten times the cost as compared with what he is pleased to call his own "Up-to-date" system. His terms for the course—Then Pitman's, according to Mr. Peelle's notion, would cost \$500! It need scarcely be added that this statement is most absurd.

I learnt Pitman's system in nine months, and thoroughly—without the aid of any teacher, and it did not cost me more than \$20. After that period, I was able to write from dictation at the rate of about 80 words a minute. Any opinion anyone who has the will to learn will find no difficulty in doing the same. The Pitman system is universally acknowledged to be the best, and is the only one that anyone should learn. The best cannot be beaten! It is a system, too, that does not require pupils to bind themselves in thousands of dollars not to reveal to others. No matter how hard and loud Mr. Peelle may blow his own trumpet, and how much he may attempt to disparage the universal system, the fittest will survive. Many worthless systems have died hard deaths in spite of the most ingenious advertisements.—Yours, etc., ANTI-HUMBBUG.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 14th April.

SIR,—I have no time or inclination to write letters in answer to a bookseller, who, because he finds his books "obsolete," rushes into a tirade against the "Up-to-date" shorthand, nor will I again answer "Phonographer." Let someone write who knows their subject and are worthy of an answer.—Faithfully,

WARWICK PEELE.

[This correspondence must now close.—Ed.]

Messrs. Lane Crawford & Co. send us a sample of "Gold Reef" pure cream, the produce of Norway. It is the product of fresh cow's milk, sterilised by a special process, and is stated to be entirely free from preservatives. It is certainly the nearest approach to fresh cream on the market, and will doubtless command a large sale in the Far East.

LATE TELEGRAMS.

[VIA AUSTRALIA.]

THE KAISER AT GIBRALTAR.

London, 21st March. Vice-Admiral Lord Charles Beresford, commanding the Channel fleet, has entertained the Kaiser aboard the flagship *Majestic*. After an inspection of Gibraltar, the Kaiser remarked that he was not surprised that it was impregnable. "It surpasses expectations," he added. "It is grand, like everything English."

THE PACIFIC CENTER OF GRAVITY.

London, 21st March. In the course of a speech before the United Service Institution last night, Field-Marshal Lord Roberts said the centre of international gravity had shifted to the Pacific. There the dominating factors in the serious complications of the future would be found, owing to the extraordinary development and progress of that part of the world, and also in view of the early completion of the Panama Canal.

BRITAIN IN TIBET.

London, 21st March. The Bhutanees have authorised the Government of India to construct a road through Bhutan to the Chumbi Valley, along which the Younghusband mission has advanced into Tibet.

THE SUBMARINE EXPERIMENTS.

London, 21st March. Apart from the accident which led to the loss of the *Albatross*, the Lords of the Admiralty are satisfied with the result of the submarine experiments during the naval manoeuvres off Portsmouth. The diver who descended and examined the hull of the *Albatross* (in 15 fathoms), considers that the propeller of the *Derwent* *Castle* forced up the lid of the conning tower, with the result that the submarine was flooded, and immediately sank.

"TO COMPEL HOME RULE."

London, 21st March. Speaking at Manchester, Mr. John Redmond, leader of the Irish Parliamentary party, said the policy of the Nationalists was to secure the balance of power between the English parties, and so compel the granting of Home Rule for Ireland.

CHINESE LABOUR FOR THE RAND.

London, 22nd March. Cornish miners at present working in the Transvaal have written home expressing themselves as favourable to the introduction of Chinese labour for the mines, and asking their friends to support the Transvaal Chinese Importation Ordinance.

IMMIGRANTS FOR CANADA.

London, 23rd March. The Canadian Government Labour Bureau reports that the Dominion requires 100,000 immigrants during the present year, owing to increased cultivation, railway extension, the development of irrigation, and the activity in the building trade.

GERMAN S.W. AFRICA.

London, 23rd March. The *Reichsbote*, the organ of German Protestantism, declares that the brutalities and usury practised by the German settlers in South-west Africa—men who respected neither the native women nor property—drove the Hereros to desperation.

ECCENTRIC PARISIAN RECLUSE.

London, 23rd March. Weeks after death had taken place, the remains of M. Thibaut, a wealthy Parisian recluse, were found in a mummified condition in the bedroom which he had occupied. M. Thibaut bequeathed the bulk of his fortune to the English Society of Friends, and directed that it should be devoted to the advocacy of peace. The sum of £36,000 sterling was found hidden behind pictures and under carpets.

TREATMENT OF CANCER.

London, 23rd March. The radium treatment of cancer in the Cancer Hospital has been abandoned because it has proved a failure.

THE UNIVERSITY BOATRACE.

London, 24th March. The betting on the University boatrace between Oxford and Cambridge is 13 to 8 on Cambridge.

BRITISH LABOUR LEGISLATION.

London, 24th March. Mr. D. J. Shackleton (Labour) moved in the House of Commons last night that the wages of unskilled labour in Government factories and shipyards ought not to be less than the standard wage paid by private employers. The Government accepted the motion.

Mr. Victor Cavendish, Financial Secretary to the Treasury, said that the Government was determined to be made employers, and to set a good example to private firms.

Mr. John Burns moved an amendment that the wages be agreed upon between trade unions and employers' associations.

Mr. A. J. Balfour claimed time for consideration of this matter. One difficulty was that much unskilled labour was not organised. The debate was adjourned.

COMMONWEALTH LEGISLATION.

London, 24th March. The *Times* writes that Great Britain is watching with deep concern the progress of the Arbitration and Conciliation Bill and of the Navigation Bill in the Commonwealth Parliament. The underlying principles of these bills occasion uneasiness, and if the proposals of the Labour party are carried the effects on the internal situation of Australia and her credit outside can hardly fail to be serious. The *Times* states that it is to be hoped that the moderates in the Commonwealth Parliament will avert the mischief even at the loss of some temporary political advantage.

BRITISH ELECTORATE.

London, 24th March. Mr. A. J. Balfour, the Prime Minister, in reply to a question in the House of Commons last night, stated that the Government did not intend to deal with the question of the redistribution of seats this session.

KODAKS! KODAKS!! KODAKS!!!

AND

PHOTOGRAPHS OF EVERY DESCRIPTION.

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for Amateurs, where we turn out work of the best description and with great promptness.

LONG, HING & CO.,

17A, QUEEN'S ROAD CENTRAL

(Few Doors East of Hongkong Hotel)

Hongkong, 10th March, 1904.

THE TSAR AND HIS ADVISERS.

[FROM A SPECIAL CORRESPONDENT.]

A perusal of the course taken after Count Lamsdorff's interview with the Tsar at the beginning of August, as recorded in the Japanese Blue-book just issued, will readily afford to the unprejudiced reader a full and sufficient explanation of what might otherwise appear a strangely abrupt method of breaking off professionally friendly relations. As a fact the guiding hand of Count Lamsdorff is missing in all the subsequent correspondence. Like weak monarchs in all ages, the Tsar, distrustful his regular advisers, yet not feeling himself strong enough to dismiss them entirely, sought to adopt a middle course and employ amateur advisers to extricate him from the mess into which his own folly had entangled him. The appointment of Admiral Alexieff as virtually Russian satrap in the Far East relieved of any obligation to report to any of the Tsar's responsible Ministers, was only one of a series of gigantic blunders which have gone far in destroying the prestige of the Empire. The Tsar is well known to have surrounded himself with a crowd of irresponsible Ministers, to whom he has recourse when in his eyes the ordinary holders of office are not competent. Constitutionally in Russia, as elsewhere, it is held that when once a Minister has lost the confidence of his master the latter is bound to dismiss him; but so plain a course has not recommended itself to the mind of the Tsar, who thinks his interests best subserved by setting a check on the movements of his own Ministers. In connection with this habit of the Tsar the name of a M. Besarassoff is widely mentioned. M. Besarassoff is known to have two darling interests in view. In the first place, he is a hater of M. De Witte, and is generally credited with the inception of the plot which removed him from his portfolio as Minister of Finance; secondly, he is known as the originator of a scheme for exploiting very much in his own interests the possessions of Russia in Central Asia; these schemes met with no favour from M. De Witte, whence the cause of his revenge.

Thirdly, the Tsar, having heedlessly placed himself in the hands of Admiral Alexieff, finds himself entangled in the meshes of his crooked policy, and finds no way of escape without having recourse to his regular Ministers whom he thoroughly distrusts. More dark assertions are openly made about the dark superstitions which cast a cloud over the private life of the Tsar; that he believes himself under the special ban of Heaven is apparent in his daily acts. His extraordinary appeal to the higher Powers in his declaration of war against Japan is only one instance out of many. The extraordinary police precautions which he considers necessary to safeguard his person are only indications of a morbid fear of assassination, which is rendering his life a blacker death than death itself. In fact there is every reason to believe that the present war has been forced upon unwilling Ministers by the weakness of the Tsar himself. So only is the very peculiar course taken in the Tsar's name by Count Lamsdorff to be accounted for with any show of consistency. We are aware that it was the fashion to parade before the world the peaceful instincts of the present occupier of the throne of Peter the Great. If these instincts have been productive of anything, that thing is certainly not peace. The very Peace Congress at the Hague had a narrow escape of plunging the world in a bloody war at all events while the Tsar was credited with preaching peace abroad, at home he or his advisers have been straining their utmost efforts towards the creation of warlike weapons and the collection of warlike stores. It was not from want of pressure from the Tsar, but from the innate rottenness of the Russian system, that the opening of 1904 found his forces in Eastern Asia after years of preparation at last taken at a disadvantage.

SHIPPING NOTES.

WEATHER OUTSIDE.

Fine weather is reported by arrivals, excepting that there is a little fog towards the north. A curious fact is that the German cruiser *Hansa* experienced fog while other vessels arriving from the same direction about the same time had fairly clear weather. The *Hansa*, apparently gave the coast a wide berth and the others did not.

ITEMS.

The Chinese-owned *Hong Bee*, from Penang yesterday, had some 850 Chinese passengers. She had 1,330 tons of cargo for Hongkong, 260 tons for Amoy. The *Yuzna* arrived with a mail from Nanchang yesterday. The Russian military authorities have instituted strict shipping regulations there. The C.N. *Tsiran*, from Australia yesterday, had 900 tons of cargo for Hongkong. She is on her way to Kobe.

RICE.

The P. C. *Kiao*, from Bangkok, brought 800 tons of rice for Messrs. Butterfield & Swire. The *Petrarch*, from Saigon yesterday, has 1,800 tons of rice for Sander, Winder & Co. The *Tobias*, from Bangkok yesterday, has 2,000 tons of rice and 300 tons of timber for Messrs. Butterfield & Swire.

STEAMER MOVEMENTS.

The M.M. steamer *Polynesian*, with the next French mail, will leave Saigon on the 15th inst., at 1 p.m., for this port.

The Imperial German mail steamer *Roos*, which left here on the 16th ult., arrived at Genoa on the 12th inst., at 4 p.m.

The N.P. steamer *Tremont* left Yokohama for Victoria and Tacoma on the 12th inst.

The N.P. steamer *Victoria* arrived at Victoria on the 11th inst.

The steamer *Algon*, from San Francisco arrived at Manila on the 14th inst.

SHIPPING TRUST IN BRITISH CONTROL.

The New York *Globe* (late *Commercial Advertiser*) states that the control of the Shipping Trust has actually passed into the hands of the British, and that Mr. Pierpont Morgan is no longer in command. Messrs. Ismay, of the White Star Line, and Mr. Pirrie, chairman of the Harland and Wolff Shipbuilding Company, own the majority of the shares in International Mercantile Marine.

Mr. Steele, Mr. Morgan's partner, sailed on the 9th inst. for Liverpool on the *Oceanic*. Before sailing he was asked if the English had obtained control of the trust. He would neither affirm nor deny, replying, "I cannot make a definite statement on the subject."

Mr. Steele had a conference on board the *Oceanic* with Mr. Morgan and Mr. Lee, the vice-president of the company, which lasted an hour.

The *Globe* declares that English methods and ideas will soon be introduced into the company. The depths to which the trust had fallen were exhibited at the auction of Mr. Odell, the Governor of New York's stock. Five hundred preferred shares were bought for top cents and five hundred common for two cents apiece. One hundred and eighty-eight thousand dollars worth of first mortgage bonds realised 48.88 cents. It is reported that Mr. Odell paid 178,000 dollars for his stock. It is believed that this would Mr. Odell's opposition to the reorganisation of the trust. Thursday is the last day for depositing bonds under the reorganisation scheme.

Widespread interest was created in the early part of 1902 by the announcement that a mammoth combination of British and American shipping properties had taken place under the auspices of Mr. J. P. Morgan, of American Trust fame. On February 4 an agreement was entered into by the owners, therein called the vendors, of the White Star, Dominion, Leyland, International, and Atlantic Transport lines of the first part, and J. P. Morgan and Co. of the other part. The object of the combination was to acquire the maritime properties and businesses of the vendors. The Government made an agreement with Mr. Morgan, the general effect of which was to secure that the British companies in the International Mercantile Marine Company should remain British. Mr. Morgan undertook that at least half the ships constructed in future should be built for British companies, and fly the British flag.



TRADE MARK.

TELEPHONE No. 137.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN

THIS IS A

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN BOTTLES

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

DR. NEWELL WILSON. DR. WILLIAM D.

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5

31, QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building)

Hongkong, 18th February, 1904.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS, CODES: A.B.C., 6th Ed. Lister's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

YOU DON'T MISS THE \$5,
and after a little time the Machine is your Own.

At any rate, a visit to our Show Rooms will convince you of the value of the investment.

SINGER SEWING MACHINE DEPOT,
3A, Wyndham Street.

Hongkong, 15th April, 1904. [1016]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per cent. upon contributions for the year 1903 has been declared.

Warrants will be issued on the 4th May. By Order of the Board.

C. MONTAGUE EDE, Acting Secretary.

Hongkong, 15th April, 1904. [1017]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, **TOMORROW (SATURDAY), the 16th April, 1904, at 2.30 p.m., at his Sales Rooms, Queen's Road, GENTLEMEN'S SUIT LENGTHS, LADIES' BLOUSES, SILK SKIRTS, VESTS and HATS, TABLE CLOTHS and TABLE COVERS, A few ELECTRO-PLATED WARE, A few HOUSEHOLD FURNITURE, One REMINGTON TYPEWRITER, &c., &c.**

TERMS OF SALE—As Customary.

V. I. REMEDIOS, Auctioneer.

Hongkong, 15th April, 1904. [1018]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

WEDNESDAY, the 27th April, 1904, at 11 a.m., at THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S, KOWLOON.

A QUANTITY OF **DAMAGED CARGO**, ex ss. "GLENFURBER."

TERMS—As usual.

For full particulars, apply to **HUGHES & HOUGH, Auctioneers.**

Hongkong, 15th April, 1904. [1019]

ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, TAKAO AND TAINANFOO.

THE Company's Steamship

"**THALES**," Captain Robson, will be despatched for the above ports **TODAY, the 15th inst., at 10 a.m.**

For Freight or Passage, apply to **DOUGLAS LARPAIK & CO., General Managers.**

Hongkong, 14th April, 1904. [1004]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"**HATCHING**," Captain Hodgins, will be despatched for the above ports on **SUNDAY, the 17th inst., at 4 p.m.**

For Freight or Passage, apply to **DOUGLAS LARPAIK & CO., General Managers.**

Hongkong, 15th April, 1904. [1020]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"**GREGORY APCAR**," Captain J. G. Offent, will be despatched for the above ports on **TUESDAY, the 19th inst., at 4 p.m.**

For Freight or Passage, apply to **DAVID SASSOON & CO., LD., Agents.**

Hongkong, 14th April, 1904. [995]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP (via SUEZ CANAL).

THE Steamship

"**BENALDER**," Captain McIntosh, will be despatched as above or about the 7th May.

For Freight or Passage, apply to **GIBB, LIVINGSTON & CO., Agents.**

Hongkong, 15th April, 1904. [1021]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SATSUMA," FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, limited, at Kowloon, whence and/or from the same delivery may be obtained.

To Claims will be admitted after the Goods are left in the Godowns, and all Goods remaining delivered after the 18th inst., will be subject to.

If Claims against the Steamer must be presented to the Undersigned on or before the 22nd, or they will not be recognised.

If broken, chafed, and damaged Goods are left in the Godowns, where they will be insured on the 18th inst., at 3 p.m.

Fire Insurance has been effected.

ills of Loading will be countermanded by **DODWELL & CO., LD., Agents.**

Hongkong, 13th April, 1904. [1013]

NEW ADVERTISEMENTS

LOST.

A BLACK and TAN DACHSHUND. Finder will be suitably rewarded by returning same to—
No. 4, GARDEN ROAD, Kowloon.
Hongkong, 15th April, 1904. [1014]

NOTICE.

MRS. W. F. BAMSEY begs to return her heartfelt Thanks for the many expressions of sympathy she has received in the sad loss she and her children have sustained by the death of her husband.

Hongkong, 15th April, 1904. [1015]

WANTED.

A FURNISHED HOUSE at the Peak, for 12 months.

Apply to—
BOX 123, Care of Daily Press Office.
Hongkong, 7th April, 1904. [982]

SCHOOL TEACHER.

A N Englishman, now employed in a Japanese Government Middle School, wishes to obtain a position as **ENGLISH TEACHER** in any Chinese School at Hongkong or elsewhere.

Address—
"K," Care of Daily Press Office.

Hongkong, 13th April, 1904. [993]

SECOND-HAND MARINE BOILER for Sale; 10 ft. diam.; 10 ft. long. 100 lbs. W.P. Immediate delivery.

Apply—
G. FENWICK & CO., LD., 13, Praya East.
Hongkong, 13th April, 1904. [990]

MANILA.

FOR SALE as a going concern, **HOTEL COMPANY**, comprising two First-class Hotels in Manila, with Livery Stables attached. Intending purchasers will please apply for further particulars to—
M. H. C., Care of Daily Press Office.
Hongkong, 13th April, 1904. [991]

FOR SALE.

HOUSE BOAT, 42 feet long; Copper bottom; now lying off Ah King's slip-way. Offers may be sent to—
V., Care of Daily Press Office.
Hongkong, 22nd March, 1904. [800]

FOR SALE.

THE HOUSE No. 4, STEWART TERRACE, PEAK. Five Rooms and Office, with FURNITURE.

Also
The large **CROQUET LAWN** above the Terrace (about 20,000 square feet) with equipment.

Nominal **CROWN RENT.**
Price: \$13,000, of which two-thirds can remain on mortgage.

For Further Particulars, apply to—
TURNER & CO.,
Hongkong, 22nd March, 1904. [813]

HONGKONG FROZEN FOOD SUPPLY.
3, Ice House Street.

JUST ARRIVED

Ex "**ANHUI**," FROM AUSTRALIA.

A Shipment of **PRIME AUSTRALIAN APPLES** in splendid condition and are now on sale at the depot at

THIRTY CENTS PER LB.
This is a specially good lot and is well worth a trial.

LAU KUE TONG, Manager.
Hongkong, 15th April, 1904. [1003]

NOTICE TO KOWLOON RESIDENTS.

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTONJEE'S **KOWLOON STORE**, No. 33, Elgin Road. Price 15 cents per copy cash.

Hongkong, 22nd December, 1903. [3518]

MAIL TABLES

FOR 1904.

Mounted on Card ... 30 cents
Paper ... 20 cents

On Sale at the **Daily Press Office,**
Hongkong, 5th March, 1904.

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

ELEY'S SCHULTZ'S, AMBERITE and KYNOK'S SPORTING

CARTRIDGES 8, 10, 12, 16, and 20 BORE, and **NEWCASTLE CHILLED SHOT** in all Sizes, Nos. 10 to 88SG. **AIR GUNS and AMMUNITION** in Variety.

WM. SCHMIDT & CO.,
Hongkong, 28th November, 1902. [11]

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

(FOR ACCOUNT OF THE CONCERNED), **TOMORROW (SATURDAY) and MONDAY, the 16th and 18th April, 1904, at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road (Corner of Ice House Street), SUNDREY HOUSEHOLD FURNITURE, Comprising—**

SILK TAPESTRY DRAWING ROOM SUITE, TEAKWOOD SIDEBOARD with BEVELED GLASS, TEAKWOOD DRESSING TABLE and OVERMANTEL with BEVELED GLASS, DINING TABLE, MARBLE-TOP WASHSTAND, DINNER SERVICE, CROCKERY WARE, CUTLERY, LINEN, TEA and DESSERT SETS, ELECTRO-PLATED WARE, GLASSWARE, ENGRAVINGS, DOUBLE and SINGLE IRON BEDSTEPS, FANCY GOODS, etc., etc.,

Also
One **PIANO** by Collard and Collard, and One **TEARABLE SEWING MACHINE.** Catalogues will be issued and the Goods will be on view on Friday.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.
Hongkong, 14th April, 1904. [1007]

ENTERTAINMENT

EXTRA ATTRACTION.

THEATRE ROYAL CITY HALL.

TO-NIGHT! TO-NIGHT!!

A STARTLING SENSATION.

PROF. ZANCIG will put a **HYPNOTIZED SUBJECT** Selected from the Audience to **SLEEP TO-NIGHT for 24 HOURS**; he will then be placed on **FREE EXHIBITION ALL DAY SATURDAY** in the **WINDOWS of J. ULLMAN & CO. JEWELLERS, QUEEN'S ROAD** (opposite the Post Office), and will be **AWAKENED SATURDAY NIGHT** in the **THEATRE in FULL VIEW of the AUDIENCE.**

DON'T FAIL TO SEE THIS WONDERFUL MIRACLE in conjunction with **Mr. M. B. LEAVITT.**

TROUBADOURS

BEAR IN MIND the **GREAT DOUBLE SHOW TO-NIGHT.**

SPECIAL GRAND MATINEE.

TOMORROW (SATURDAY), at 3 o'clock.

Arranged for Ladies and Children.

MATINEE PRICES—Dress Circle \$2, Stalls, \$1, Pit 50 cents.

Children and Amals Half-prices to all parts of the Theatre.

Booking at **ROBINSON PIANO CO. LD.**

SATURDAY NIGHT POSITIVELY LAST PERFORMANCE

Hongkong, 15th April, 1904. [950]

MR. A. G. WARD will give an

ORGAN RECITAL in

ST. JOHN'S CATHEDRAL, TO-DAY (FRIDAY), APRIL 15th, at 5.15 p.m.

VOCALIST—MRS. A. G. JORDON.

A Collection will be made in aid of the Organ Fund.

Hongkong, 9th April, 1904. [975]

AMOY ENGINEERING CO., LD., AMOY

CALL FLAG E.

REPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Motor charges. Work solicited.

J. D. EDWARDS, Manager.
Amoy, 3rd December, 1903. 78

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.

A.I. A.B.C. Scott's and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length ... 523 feet.
Length on Blocks ... 513 "

Width of Entrance on Top ... 59 "

Width of Entrance on Bottom ... 77 "

Water on Blocks at Spring Tide ... 26 "

DOCK No. 2 (at MUKAJIMA).

Extreme Length ... 371 feet

Length on Blocks ... 350 "

Width of Entrance on Top ... 66 "

Width of Entrance on Bottom ... 53 "

Water on Blocks at Spring Tide ... 22 "

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the latest improvements and can execute any kind of work in **SHIPBUILDING and MARINE ENGINEERING** as well as in **REPAIRING OF SHIPS.**

THE COMPANY has a **SALVAGE STEAMER, 712 TONS GROSS, FITTED with POWERFUL SALVAGE PLANT READY at SHORT NOTICE.**

NOW ON SALE.

A **BOOK FOR THE GLOBETROTTER, "FROM HONGKONG TO CANTON BY THE PEARL RIVER."**

By **CAPTAIN C. V. LLOYD (SS. "HANKOW")** With Illustrations, Maps and Plans.

Price ... \$1.90

On Sale at—
Hongkong: "Daily Press" Office, Messrs. KELLY & WALSH.

" " " " Messrs. W. BREWER & CO., Canton: Messrs. A. S. WATSON & CO.

Hongkong, 4th October, 1903. [28]

HONGKONG BUSINESS DIRECTORY.

JEWELLERS

MAISON LEVY HERMANOS

Diamond Merchants and Watchmakers, 40 Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Hilo.

PHOTOGRAPHER

M. MUMBYA, JAPANESE ARTIST.

Bronze and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 84, Queen's Road Central.

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BLACKHEAD & CO., Navy Contractors, Sailmakers, Provision and Coal Merchants, Sole Agents for Hartmann Baitgen's Genuine Composition Red Hand Brand.

USMARCK & CO., Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO., Shiphandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers' Tools, Brass and Iron Merchants, 144, Des Vaux Road.

PUBLIC COMPANIES

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an **EXTRAORDINARY GENERAL MEETING** of the **SHAREHOLDERS** of the above Company will be held at the **OFFICE** of the Company on **TUESDAY, the 26th day of APRIL, at Noon**, for the purpose of confirming the following **Special Resolutions** which were passed at the **Extraordinary General Meeting of Shareholders** on the 9th instant.

SPECIAL RESOLUTIONS.

(a) In Article 81 the words "Five Hundred Dollars" shall be substituted for the words "One Hundred and Fifty Dollars."

(b) In Article 102 the words "An Auditor" shall be substituted for the words "Two Auditors."

(c) In Article 108 the word "Auditor" shall be substituted for the word "Auditors."

By Order of the Board of Directors, **A. SHELTON HOOPEE, Secretary.**

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

General Agents for **THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.**

Hongkong, 8th April, 1904. [981]

THE TIENTSIN GAS AND ELECTRIC LIGHT COMPANY, LIMITED.

INCORPORATED under The Companies' Ordinance of Hongkong whereby the liability of Members is limited to the amount of their shares.

CAPITAL: TARKS 250,000. Divided into 2,500 shares of Tls. 100 each of which 600 shares have already been allotted to shareholders in The Tientsin Gas Co., Ltd. Present Issue 1,500 shares of Tls. 100 each of which 350 shares have already been subscribed for by Shareholders in The Tientsin Gas Co., Ltd. The balance of 1,150 shares is now offered to the public.

TERMS:

10 Tals payable on application.

30 " " 1st August, 1904.

30 " " 1st November, 1904.

30 " " 1st February, 1905.

DIRECTORS:

C. POULSEN, Esq. (Chairman), of Electric Engineering and Fitting Co.

R. OSWALD, Esq., of Messrs. Oswald and Loap.

W. E. SOUTHCOOT, Esq., of Messrs. William Forbes & Co.

W. T. L. WAT, Esq., of Taku Tug & Lighter Company, Limited.

W. J. J. PAI, Esq., Comptroller, Hongkong and Shanghai Banking Corporation.

Prospectuses and Forms of Application for shares may be obtained on application to the Hongkong and Shanghai Banking Corporation at their Branches in Tientsin, Peking, Shanghai and Hongkong, and also from Messrs. Doney & Co., 39, Consular Road, Tientsin.

Share Lists close at 4 p.m. on Saturday, 30th April, 1904.

Hongkong, 1st April, 1904. [923]

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 997 dated 25th August, 1894, of the Five Shares Nos. 14181/14185 in this Company, standing in the name of **MR. MOK SHI YONG**, of Hongkong, has been **LOST**, and if at the expiration of One Month from the date hereof the above document be not forthcoming, another Certificate will be issued by the Company, and thereafter no other will be acknowledged.

Dated 4th April, 1904.

C. PEMBERTON, Acting Secretary.
Hongkong, 4th April, 1904. [934]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD., have now 40,000 Cubic feet of Co. Storage available at EAST POINT. Stores will be open at 10 a.m. and 4 p.m. daily, Sundays excepted to receive and deliver perishable goods.

WM. PARLANE, Manager.
Hongkong, 18th November, 1901. [57]

CLUB CONCORDA.

THE ARCHITECTS concerned are hereby notified that the Building Committee have agreed to extend the time for the plans of the New Club Building from the 15th to the 25th inst.

By Order, **THE SECRETARY.**
Shanghai, 7th April, 1904. [922]

A. LING & CO.,

FURNITURE STORE,

PLATED, GLASS and CROCKERY WARE, &c., &c., and FOCHOW LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1903. [31]

QUAN WAH & CO

GRANITE MERCHANT CONTRACTORS.

SHIPPING.

ARRIVALS.
 April 13, Idomenus, British str., 4,298, H. Nish, Amoy 12th April, General.—Butterfield & Swire.
 April 13, FRIA CHOM Kiao, German steamer, 1,011, D. Reimers, Bangkok 6th April, Rice.—North German Lloyd.
 April 14, DINTILIAN, French str., 983, Ribault, Laganos, 10th April, Wood and Sugar.—Bradley & Co.
 April 14, CARL DIEDERICHSEN, Ger. str., 772, B. Schalkair, Haiphong via Hoilow 9th April, General.—Jensen & Co.
 April 14, HANSA, German cruiser, 6,000, Schroeder, (Rear-Admiral Hollendorff on board) Tientsin 9th April.
 April 14, HONO BEE, British str., 2,056, H. Peters, Singapore 8th April, General.—CHINESE.
 April 14, M. STUVE, German str., 986, P. Brandt, Tientsin 10th April, Amoy 12th and Swatow 13th, General.—OSAKA SHOSHEN KAISHA.
 April 14, PAKLAT, German str., 1,018, H. Bendelin, Bangkok 7th April, Rice.—Butterfield & Swire.
 April 14, PERLACH, German str., 1,252, Ch. Ahrens, Saigon 9th April, Rice, Rice-flour, &c.—CHINESE.
 April 14, PIONTO, German str., 632, H. Grandt, Newchwang and Chefoo 8th April, Beans.—HAMBURG-AMERIKA LINIE.
 April 14, RAINBOW, U.S. cruiser, 4,000, J. B. Collins, Cavite 12th April.
 April 14, SAN FRANCISCO, U.S. cruiser, 5,000, Vary, On 11th April.
 April 14, THALES, British str., 890, Robson, Swatow 12th April, General.—DOUGLAS LAFRAIK & Co.
 April 14, TSIJIAN, British str., 2,600, C. Lindbergh, Manila 11th April, General.—Butterfield & Swire.
 April 14, WUONG, British str., from Canton, Newchwang 6th April and Chefoo 8th April, General.—Butterfield & Swire.

CLEARANCES.

At the Harbour Master's Office.
 14th April.
 Aghai, British str., for Shanghai.
 Bjorn, Norwegian str., for Kobe.
 Hoikao, French str., for Peking.
 Hongkong, French str., for Hoilow.
 Jacob Diederichsen, German str., for Hoilow.
 Idomenus, British str., for Singapore.
 Thales, British str., for Swatow.
 Yunnan, British str., for Canton.

DEPARTURES.

14th April.
 BRISAVIA, German str., for Hamburg.
 CHITUNG, Chinese str., for Shanghai.
 CHOWTAI, German str., for Bangkok.
 DAGMAR, German str., for Swatow.
 GOODWIN, British str., for Kobe.
 KWONGKANG, British str., for Canton.
 MELITA, French str., for Kwangchowwan.
 NICOMEDIA, German str., for Portland (Or).
 OVID, British str., for Kanton.
 REIN, Norwegian str., for Bangkok.
 SALSODA, British str., for Shanghai.
 SILVIA, German str., for Kanton.

VESSELS IN DOCK.

15th April.
 ABERDEEN DOCKS.—H. I. G. M. S. Moeve, Lin Tan, Empress of India, Alkentan, Charles Hardown, Aden, and others.
 COSMOPOLITAN DOCK.—Nanshan.

VESSELS ON THE BERTH

FOR ILOILO.

THE Steamship
 "FRONTO,"
 Captain Grandt, will be despatched for the above port on SUNDAY, the 17th inst., at DAYLIGHT.

For Freight, apply to
 HAMBURG-AMERIKA LINIE,
 Hongkong, 11th April, 1904. [986]

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS—POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship
 "POLYNESIEN,"
 Captain Le Coispeiller, will be despatched for the above ports on or about MONDAY, the 18th inst.

For Freight or Passage, apply to
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 12th April, 1904. [2]

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR
 SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALGER, PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 19th April, 1904, at 1 p.m., the Company's Steamship "SALAZIE," Captain Negro, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
 Shipping Orders will be granted till Noon only on Monday, the 18th April. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
 For further particulars, apply at the Company's Office.
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 8th April, 1904. [2]

NATAI LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CANTON every fortnight. For Freight and further particulars, apply to
 DODWELL & CO., LIMITED,
 General Agents for China and Japan.
 Hongkong, 4th August, 1897. [8]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via PORTS OF CALL	BENGAL	Brit. str.	G. Philipps	P. & O. S. N. Co.	23rd inst., at Noon
LONDON & ANTWERP	TELEMACHUS	Brit. str.	J. D. Andrews	BUTTERFIELD & SWIRE	26th inst.
LONDON & ANTWERP, via SINGAPORE, &c.	PAUWAN	Brit. str.	J. D. Andrews	P. & O. S. N. Co.	About 27th inst.
LONDON & ANTWERP (via SUEZ CANAL)	BENALDE	Brit. str.	McIntosh	GIBB, LIVINGSTON & CO.	About 27th inst.
LONDON & ANTWERP	ANTENOR	Brit. str.	Negre	BUTTERFIELD & SWIRE	10th inst.
MARSEILLES, &c. via PORTS OF CALL	SAZIE	Brit. str.	R. Heintze	MESSAGERIES MARITIMES	18th inst., at 1 p.m.
REMEN, via PORTS OF CALL	P. HEINRICH	Ger. str.	Dohren	MELCHERS & CO.	27th inst., at Noon
HAVRE & HAMBURG	SUEVIA	Ger. str.	Groomeyer	HAMBURG-AMERIKA LINIE	25th inst.
HAVRE & HAMBURG	ARTEMISIA	Ger. str.	Stern	HAMBURG-AMERIKA LINIE	8th inst.
HAVRE & HAMBURG	MARBURG	Ger. str.	Madson	HAMBURG-AMERIKA LINIE	17th inst.
HAVRE & HAMBURG	STRASSBURG	Ger. str.	Förck	HAMBURG-AMERIKA LINIE	14th inst.
TRIESTE, &c. via SINGAPORE, &c.	SEGOWIA	Ger. str.	Meeozai	SANDER, WIELER & CO.	20th inst., P.M.
GENOA, MARSEILLES & LIVERPOOL	TRIESTE	Aus. str.	Le Coispeiller	DODWELL & CO. LD.	20th inst.
NEW YORK, via PORTS & SUEZ CANAL	ACHILLES	Brit. str.	W. B. Palmer	CANADIAN PACIFIC R. CO.	About early May
VANCOUVER, via SHANGHAI, &c.	SHIMOSA	Brit. str.	Rassovich	DODWELL & CO. LIMITED	20th inst.
GENOA, MARSEILLES & LIVERPOOL	E. OF INDIA	Brit. str.	G. V. Williams	BUTTERFIELD & SWIRE	27th inst.
VICTORIA (B.C.) & TACOMA via JAPAN, &c.	LYRA	Brit. str.	H. G. H. Lewellin	DODWELL & CO. LIMITED	4th inst.
VICTORIA (B.C.) & SEATTLE via N. PAC. &c.	HYSON	Brit. str.	Le Coispeiller	BUTTERFIELD & SWIRE	19th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	TAIYUAN	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	About 19th inst.
KOBE	MANILA	Brit. str.	R. W. Almond	BUTTERFIELD & SWIRE	19th inst., at 4 p.m.
SHANGHAI	WOOSUNG	Brit. str.	H. A. Haraldsen	BUTTERFIELD & SWIRE	To-day
SHANGHAI, KOBE & YOKOHAMA	POLYNESIEN	Frenc. str.	Le Coispeiller	MESSAGERIES MARITIMES	About 18th inst.
SHANGHAI, YOKOHAMA & KOBE	M. BACQUEHEM	Aus. str.	Rassovich	SANDER, WIELER & CO.	About 24th inst.
SHANGHAI	CHUSAN	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	27th inst., 10 A.M.
FOOCHOW, via SWATOW & AMOY	TRIUMPH	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	17th inst., 10 A.M.
TAMUI, via SWATOW & AMOY	M. STUVE	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	24th inst., 10 A.M.
ANPING, via SWATOW & AMOY	TRITHOJ	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	20th inst., 10 A.M.
SWATOW, AMOY, TAKAO & TAINANFOO	THALES	Jap. str.	Robson	DOUGLAS LAFRAIK & CO.	To-day, at 10 A.M.
SWATOW, AMOY, FOOCHOW	HAICHING	Brit. str.	Hedgins	DOUGLAS LAFRAIK & CO.	17th inst., D'light
SWATOW, TSINGTAO & TIENTSIN	KANSU	Brit. str.	Hedgins	BUTTERFIELD & SWIRE	18th inst.
MANILA DIRECT	SUNGKIANG	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	To-morrow, Noon
MANILA DIRECT	RUBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	To-morrow, 10 A.M.
MANILA DIRECT	ZAFIRO	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	About 20th inst.
MANILA DIRECT	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO. LD.	17th inst., D'light
MANILA DIRECT	PRONTO	Ger. str.	Grandt	HAMBURG-AMERIKA LINIE	18th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	GREGORY APCAR	Brit. str.	J. G. Oliffent	DAVID SASSOON & CO., LD.	

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
 STEAM FOR
 FIUME AND TRIESTE (DIRECT),
 Calling at SINGAPORE, PENANG,
 COLOMBO, BOMBAY, KARACHI,
 ADEN, SUEZ and PORT SAID.
 Taking Cargo at through rates to the BRAZILS,
 SOUTH AFRICA, PERSIAN GULF, RED
 SEA, BLACK SEA, LEVANT, VENICE and
 ADRIATIC PORTS.
THE Company's Steamship
 "TRIESTE,"
 Captain Meeozai, will be despatched as above
 on WEDNESDAY, the 20th April, P.M.
 For information as to Passage and Freight,
 apply to
 SANDER, WIELER & CO.,
 Agents,
 Princes Building,
 Hongkong, 29th March, 1904. [3]

REGULAR STEAMSHIP SERVICE TO NEW YORK.
 VIA PORTS AND SUEZ CANAL
 (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
 PROPOSED SAILINGS FROM HONGKONG.
 1904. About early May.
 "SHIMOSA" will be despatched as above
 on WEDNESDAY, the 20th April, P.M.
 For information as to Passage and Freight,
 apply to
 DODWELL & CO. LD.,
 Agents,
 Hongkong, 5th April, 1904. [377]

HONGKONG-MACAO LINE.
 S.S. "WING CHAI,"
 Captain Samuel Bell Smith.
 DEPARTURES from Hongkong, on week
 days, at 7.30 A.M.; on Excursion
 Sundays, at 8.30 A.M.; from Macao week days
 at about 2 P.M. and Sundays about 7.30 P.M.
 FARE—(week days) 1st Class including cabin
 and servant, \$3. Return Ticket \$5.
 2nd Class \$1. 3rd Class 50 cents.
 On Excursion Sundays 1st, 2nd, and 3rd Class
 Single Ticket \$2. Return Ticket \$3. Return
 Ticket including Tiffin and Dinner either on
 board or at Macao Hotel \$5. On Sundays \$5
 extra will be charged for each Cabin which has
 accommodation for two or more Passengers.
 Wharf at the Western end of Wing Lok
 Street.
 The Steamer runs an Excursion Trip Every
 Sunday, and takes only 3 1/2 hours to reach Macao.
 MING ON & CO.,
 2nd Floor, 16, Victoria Street.
 Hongkong 8th September, 1902.

HONGKONG-CANTON LINE.
 The British steamship
 "YING KING,"
 Captain Ramsey, of 1088 tons, Registered, is the
 newest, fastest, and most luxuriously furnished
 steamer on the line and is lighted throughout
 with electricity, hot and cold water service.
 The cuisine is unexcelled.
 Leaving Hongkong every MONDAY
 WEDNESDAY and FRIDAY EVENING
 at 9 P.M. and returning from Canton every
 following evening at 5 P.M.
 1st Class ... \$3.00 for Single journey
 2nd ... 1.50
 Meals ... 1.00 each.
 The steamer's wharf is at the Western end
 of Wing Lok Street.
 YUK ON S.S. CO., LD.
 No. 216, Wing Lok Street.
 Hongkong, 27th February, 1904. [377]

MESSAGERIES CANTONNAISES.
 J. TREVOUX & CO.
 HONGKONG-CANTON NIGHTLY
 SERVICE.
 "PAUL BEAU,"
 Captain Fraignol, leaves Hongkong for Canton
 at 9 P.M., on SUNDAYS, TUESDAYS and
 THURSDAYS, returning to Hongkong the
 following day, leaving Canton at 5 P.M., taking
 passengers and cargo as usual.
 The S.S. "CHARLES HARDOUIN,"
 Captain Noel, leaves Hongkong on MON-
 DAYS, WEDNESDAYS and FRIDAYS, at
 the usual hour.
 These two magnificent and up-to-date
 steamers are lighted with Electricity.
 The Saloon is under European Supervision.
 1st Class European ... \$28.00
 Second Class European ... \$24.00
 1st Class Chinese ... \$12.00
 Second Class Chinese ... 8.00
 Deck ... 3.00
 The Company's Wharf is at the end of Queen
 Street, Praya West.
 For further particulars, apply to
 J. LANDOLT, Agent,
 The Pharmacy, Queen's Road Central,
 Hongkong, 23rd March, 1904. [420]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
 AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
 VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—8,000 Tons—10,000 Horse-Power—Speed 19 knots.
 SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons. ... WEDNESDAY, 20th April.
 R.M.S. "ATHENIAN" ... 3,882 Tons. ... WEDNESDAY, 27th April.
 R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons. ... WEDNESDAY, 11th May.
 R.M.S. "TARTAR" ... 4,425 Tons. ... SATURDAY, 21st May.
 R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons. ... WEDNESDAY, 1st June.
 Hongkong to London, 1st Class ... via St. Lawrence 240 ... via New York 262.
 Intermediate on Steamers, ... 240. ... 242.
 and 1st Class Rail ...

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the
 famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA
 to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND
 TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
 Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese
 or Japanese Governments.
 For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
 D. E. BROWN, General Agent,
 9, Pedder Street.
 6.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR **STEAMERS** **TO SAIL** **REMARKS.**
 YOKOHAMA, via SHANGHAI, MOJI, KOBE, and YOKOHAMA ... MANILA ... About 19th April ... Freight and Passage.
 (Passing through the Inland Sea) ... H.G.H. Lewellin, R.N.E.
 LONDON, &c. ... BENGAL ... Noon, 23rd April ... See Special Advertisement.
 SHANGHAI ... CHUSAN ... About 24th April ... Freight and Passage.
 W. B. Palmer, R.N.E.
 LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES ... PALAWAN ... About 27th April ... Freight and Passage.
 J. D. Andrews, R.N.E.
 For further Particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 15th April, 1904. [1]

HONGKONG-MANILA.
 Highest Class, newest, fastest and most luxurious Steamers between
 Hongkong and Manila. Saloon amidships. Electric Light. Perfect
 Cuisine. SURGEON and STEWARDESS carried. All the most up-to-
 date arrangements for comfort of Passengers.
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 16th April, 10 A.M.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 23rd April, 10 A.M.
PERLA	1980	A. H. Nottley		

 For Freight or Passage apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 11th April, 1904. [16]

PORTLAND & ASIATIC STEAMSHIP CO.
 PROPOSED SAILINGS FROM HONGKONG SHANGHAI INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
 OPERATING IN OREGON RAILROAD & NAVIGATION CO.
 CONNECTION WITH THE

STEAMSHIP	TONS.	CAPTAIN	TO SAIL ON
"ARABIA"	4,483		
"ARAGONIA"	5,198		
"NUMANTIA"	4,370		

 Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
 United States Points. For through rates of Freight and further information, communicate
 with or apply to
 ALLAN CAMERON, GENERAL AGENT.
 Hongkong, 29th March, 1904. [14]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
 SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
 PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
 AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS
 AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
 IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION
 STEAMERS. SAILING DATES.

STEAMERS.	SAILING DATES.
PRINZ HEINRICH ...	WEDNESDAY ... 27th April
BAYERN ...	WEDNESDAY ... 25th May
OLDENBURG
SACHSEN ...	WEDNESDAY ... 8th June
ZEITEN ...	WEDNESDAY ... 22nd June
SEYDLITZ ...	WEDNESDAY ... 6th July
ROON ...	WEDNESDAY ... 20th July
PREUSSEN ...	WEDNESDAY ... 3rd August
PRINZ REGENT LUITPOLD ...	WEDNESDAY ... 17th August
PRINZ HEINRICH ...	WEDNESDAY ... 31st August
GNEISENAU ...	WEDNESDAY ... 14th September
BAYERN ...	WEDNESDAY ... 28th September
SACHSEN ...	WEDNESDAY ... 12th October
ZEITEN ...	WEDNESDAY ... 26th October
PRINZESS ALICE ...	WEDNESDAY ... 9th November
PRINZ REGENT LUITPOLD ...	WEDNESDAY ... 23rd November
PREUSSEN ...	WEDNESDAY ... 7th December
PRINZ EITEL FRIEDRICH ...	WEDNESDAY ... 21st December
PRINZ HEINRICH ...	WEDNESDAY ... 4th January 1905

ON WEDNESDAY, the 27th day of APRIL, 1904, at NOON, the Steamship
 "PRINZ HEINRICH," Captain R. Heintze, with MAILS, PASSENGERS, SPECIE,
 and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
 Shipping Orders will be granted till NOON on MONDAY, the 25th April. Cargo and
 Specie will be received on Board until 5 P.M., on TUESDAY, the 26th April, and Parcels will
 be received at the Agency's Office until NOON on TUESDAY, the 26th April.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
 and Parcels should not exceed Two Feet Cubic in Measurement.
 The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
 Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
 MELCHERS & CO., AGENTS.

Hongkong, 14th April, 1904. [5]

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC CO. BOSTON S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
LYRA	4,417	G. V. Williams	Wednesday, May 4th
SHAWMUT	9,608	W. M. Smith	Saturday, May 21st

* Not carrying second class passengers. † Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT ... 9,608 tons. W. M. Smith ... About 30th April.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
 CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very
 Superior Accommodation for First and Second Class Passengers. The large size of these vessels
 ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo
 carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
 GENERAL AGENTS.

QUEEN'S BUILDINGS,
 Hongkong, 20th March, 1904. [7]

OSAKA SHOSHEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

(AND FORMOSA).

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMUI, via SWATOW	"M. STUVE"	SUNDAY, 17th
AND AMOY	T. BRANDT	April, at 10 A.M.
ANPING, via SWATOW	"TRITOS"	WEDNESDAY, 20th
AND AMOY	H. KRAFT	April, at 10 A.M.
TAMUI, via SWATOW	"FRITHOJ"	SUNDAY, 24th
AND AMOY	H. A. HARALDSEN	April, at 10 A.M.
FOOCHOW, via SWATOW	"TRUMPH"	WEDNESDAY, 27th
AND AMOY	A. HANSEN	April, at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have
 been requisitioned for transport service, and the above-named chartered steamers have been
 secured instead for maintenance of the Company's coastal services. As soon as the state of

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	DOE
GLASGOW and LIVERPOOL...	"HYSON"	On 18th April.
GLASGOW and LIVERPOOL...	"PROMETHEUS"	On 24th April.
GLASGOW and LIVERPOOL...	"DEUCALION"	On 1st May.
GLASGOW and LIVERPOOL...	"ULYSSES"	On 7th May.
GLASGOW and LIVERPOOL...	"DARDANUS"	On 13th May.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP...	"TELEMACHUS"	On 20th April.
LONDON and ANTWERP...	"ANTENOR"	On 10th May.
GENOA, MARSEILLES and LIVERPOOL	"ACHILLES"	On 20th May.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"HYSON"	On 19th April.

The s.s. "ANHUI" left Port Darwin on the 30th March, for Manila and Hongkong.
For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [10-11]

Hongkong, 5th April, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	On 15th April.
SWATOW, TSINGTAO and TIENTSIN	"SUNGKIANG"	On 15th April, Noon.
KOBE	"KANSU"	On 18th April.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 23rd April.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified
Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND
AUSTRALIAN PORTS (See Special Advertisement).
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [12]

Hongkong, 13th April, 1904.



AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR
SHANGHAI, YOKOHAMA AND KOBE

"THE COMPANY'S STEAMSHIP"

"MARQUIS BACQUEHEM,"

Captain Rassovich, will leave for the above

places on WEDNESDAY, the 20th inst., p.m.

This Steamer has capital accommodation for

Passengers, Electric Light and carries a Doctor.

For Freight or Passage, apply to—

SANDER, WIELER & CO.,

Agents.

Princes' Buildings.

Hongkong, 14th April, 1904.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"BENGAL,"

Captain G. Phillips, carrying His

Majesty's Mails, will be despatched from this

place on SATURDAY, the 23rd

APRIL, at NOON, taking passengers and

cargo for the above ports.

Silk and Valises, all cargo for France, and

Tea for London (under arrangement) will be

transhipped at Colombo into a steamer proceed-

ing direct to Marseilles and London; other

cargo for London, &c., will be conveyed via

Bombay.

Parcels will be received at this Office until

4 p.m. the day before sailing. The contents and

value of all packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's

Bills of Lading.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 12th April, 1904.

FOR CANTON.

"SAN CHEUNG,"

951 Tons, Captain A. Murphy, will leave for

Canton at 3.30 p.m. on SUNDAYS, TUES-

DAY and THURSDAYS and return to

Hongkong on the following days, leaving Canton

at 5 p.m. Excellent accommodation, electric

light, and perfect cuisine. Wharf at Hongkong

near Harbour Office.

First-class Fare, \$3 each way. Second-

class, \$1.50 each way. Meals, \$1 each.

Cargo Freight very moderate.

CHEUNG ON STEAMSHIP CO., LD.,

No. 147, Connaught Road Central.

Hongkong, 15th March, 1904.

ON SALE.

BOUND VOLUMES OF THE HONGKONG

WEEKLY PRESS, JULY to DECEMBER

1903. With Index. Price \$7.50.

On sale at the Hongkong Daily Press Office.

Hongkong, 25th March, 1904.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY,
LIMITED,
AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"JASON"

are hereby notified that the Cargo is being

discharged into Craft, and/or landed at the

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd. where in both

cases it will be at Consignee's risk. The Cargo

will be ready for delivery from Craft or Godown

on and after the 13th inst.

Optional cargo will be landed, unless notice

has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined at 11 a.m. on the 18th inst.

No Claims will be admitted after the Goods

have left the steamer's Godown, and all Goods

remaining undelivered after the 18th inst., will

be subject to suit.

All Claims against the Steamer must be

presented to the undersigned on or before the

23rd inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 9th April, 1904. [10-11]

OCEAN STEAMSHIP COMPANY,
LIMITED,
AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ACHILLES"

are hereby notified that the Cargo is being

discharged into Craft, and/or landed at the

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd. where in both

cases it will be at Consignee's risk. The Cargo

will be ready for delivery from Craft or Godown

on and after the 13th inst.

Optional cargo will be landed, unless notice

has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined at 2 p.m. on the 18th inst.

No Claims will be admitted after the Goods

have left the steamer's Godown and all Goods

remaining undelivered after the 18th inst., will

be subject to suit.

All Claims against the Steamer must be

presented to the undersigned on or before the

21st inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 11th April, 1904. [10-11]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"GREGORY APCAR"

having arrived from the above ports, Consignees

of Cargo are hereby informed that their Goods

will be delivered from alongside.

Cargo impeding the discharge will be landed

at once, at Consignee's risk and expense.

Cargo remaining on board after 4 p.m. of the

15th inst. will be landed at Consignees' risk

and expense into the Godowns of the

Hongkong and Kowloon Wharf and Godown

Company, Limited.

Consignees of Cargo from SINGAPORE

and PENANG are requested to take IM-

MEDIATE delivery of their Goods from

alongside, such Cargo impeding the discharge

of the Vessel will be landed and stored at

Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the

undersigned.

DAVID SASSOON & CO., LD.,

Agents.

Hongkong, 12th April, 1904. [10-11]

AMERICAN ASIATIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"CLAUVERLY"

Captain W. P. Platt, having arrived from

the above ports, Consignees of Cargo are hereby

informed that their Goods are being landed at

their risk into the Godowns of the Wanchai

Storing Company at Wanchai, and stored at

Consignees' risk and expense.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 19th inst., will be subject

to suit.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 19th inst., at 2.30 p.m.

All Claims for damage must be presented

before the 23rd inst., or they will not be

recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 13th April, 1904. [10-11]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND
STRAITS.

THE Steamship

"GLENSHIEL"

having arrived from the above ports, Consignees

of Cargo by her are hereby informed that their

Goods are being landed at their risk into the

Godowns of the Hongkong and Kowloon Wharf

and Godown Co., Limited, at Kowloon, where

each consignment will be sorted out mark by

mark, and delivery can be obtained as soon as

the Goods are landed.

Goods not cleared by the 19th inst., will be

subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the

Godowns, and a certificate of the damage

obtained from the Godown Company within

ten days after the steamer's arrival, after which

no claims will be recognised.

McLEOD & BROS. & GOW,

Agents.

Hongkong, 13th April, 1904. [10-11]

FOR EUROPE AND AMERICA,
INDIA, AUSTRALIA, &c.,
and for
PRIVATE RESIDENTS at the OUTPOSTS.
A COMPREHENSIVE AND COMPLETE RECORD
OF THE
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY PRESS,
with which is incorporated
"THE CHINA OVERLAND TRADE REPORT."
Subscription, if paid in advance, \$12 per annum
Postage to any part of the World \$2.

INSURANCES

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-LE-CHAPPELL.

THE Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

at Current Rates.

REUTER, BRÜCKELMANN & CO.,

Agents.

Hongkong, 21st April, 1897. [199]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to

GRANT POLICIES of INSURANCE

against FIRE at Current Rates.

DOUGLAS LAFRAIK & CO.,

Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [129]

THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.

INCORPORATED 1851.

Cash Security \$25,719

Total Losses Paid \$6,769,240

THE Undersigned having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

at Current Rates.

WM. MEYERINK & CO.

Hongkong, 18th May, 1903. [194]

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept

First Class Foreign and Chinese RISKS

against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE.

Prospectuses on application.

TURNER & CO.,

Agents.

Hongkong, 23rd September, 1903. [1267]

THE WESTERN ASSURANCE
COMPANY OF TORONTO
AND LONDON.

POST OFFICE NOTICES.

Until further notice the transmission of correspondence via Dalny and the Trans-Siberian Railway is discontinued.

The *Polynesia*, with the French mail of 18th ult., left Singapore on Monday, the 11th inst., at 4 p.m., and may be expected here on Monday, the 18th inst. This packet brings replies to letters despatched from Hongkong on 13th February.

The *Siberia*, with the American mail, left Yokohama on Monday, the 11th inst., and may be expected here on or about the 18th inst.

MAILS WILL CLOSE

FOR	PER	DATE.
Canton	Kinshan	Friday, 15th, 7.30 A.M.
Singapore	Idonensis	Friday, 15th, 8.00 A.M.
Pakliot	Hailuo	Friday, 15th, 9.00 A.M.
Swatow, Amoy, Takao and Tainanfu	Thales	Friday, 15th, 9.00 A.M.
Manila	Sungking	Friday, 15th, 11.00 A.M.
Macao	Hongshan	Friday, 15th, 1.15 P.M.
Shanghai	Choyang	Friday, 15th, 3.00 P.M.
Shanghai	Wongshing	Friday, 15th, 3.00 P.M.
Amoy	Hongshing	Friday, 15th, 4.00 P.M.
Namtu	Tatichan	Friday, 15th, 5.00 P.M.
Sancho	Hofu	Friday, 15th, 5.00 P.M.
Macao	Wingchun	Friday, 15th, 5.00 P.M.
Canton	Hankow	Friday, 15th, 5.00 P.M.
Canton	Fatshan	Saturday, 16th, 7.30 A.M.
Manila	Rubi	Saturday, 16th, 9.00 A.M.
Kobe	Euandale	Saturday, 16th, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO.

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Macao Hongshan | Saturday, 16th, 1.15 P.M. || Swatow, Amoy and Foshan | Hailuo | Saturday, 16th, 5.00 P.M. |
Namtu	Tatichan	Saturday, 16th, 5.00 P.M.
Sancho	Hofu	Saturday, 16th, 5.00 P.M.
Macao	Wingchun	Saturday, 16th, 5.00 P.M.
Swatow, Amoy and Tamsui	M. Shrove	Saturday, 16th, 5.00 P.M.
Canton	Fatshan	Sunday, 17th, 9.00 A.M.
Manila	Loongang	Monday, 18th, 3.00 P.M.
Swatow, Tsingtau and Tientsin	Kansu	Monday, 18th, 3.00 P.M.

EUROPE, &c., India via Taticorin.

(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)

(Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail.)

Singapore, Penang and Calcutta.

Kobe

Hilo

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.).

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

EUROPE, &c., India via Taticorin.

(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

(Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail.)

Manila

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.

TO-DAY.

Organ Recital by Mr. A. G. Ward, St. John's Cathedral, 5.15 p.m.

TO-MORROW.

Sale, Household Furniture, Sales Rooms, Messrs. Hughes & Hough, 2.30 p.m.

Sale, Clothing, &c., Sales Rooms, Mr. V. I. Remedios, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

14th April.

ON LONDON.—

Telegraphic Transfer 1/9

Bank Bills, on demand 1/9

Bank Bills, at 30 days sight 1/9

Bank Bills, at 4 months sight 1/9

Credit, at 4 months sight 1/9

Documentary Bills, 4 months sight, 1/9

ON PARIS.—

Bank Bills, on demand 220

Credit, at 4 months sight 224

ON GERMANY.—

On demand 179

ON NEW YORK.—

Bank Bills, on demand 42

Credit, at 90 days sight 43

ON HONGKONG.—

Telegraphic Transfer 130

Bank, on demand 130

ON CALCUTTA.—

Telegraphic Transfer 130

Bank, on demand 130

ON SHANGHAI.—

Bank, at sight 72

Private, 30 days sight 73

ON YOKOHAMA.—

On demand 364

ON MANILA.—

On demand Nominal

ON SINGAPORE.—

On demand Nominal

ON BATAVIA.—

On demand 106

ON HANKOW.—

On demand 11 p.m.

ON SAIGON.—

On demand 63

ON BANGKOK.—

On demand 83

SOVEREIGNS, Bank's Buying Rate \$11.30

GOLD LEAF, 100 fine, per tael \$59.70

BAR SILVER, per oz. 24 1/2

OPIUM.

Quotations are—

Allow 1/2 cent to 1 penny.

Malwa New \$1000 to \$1100 per picul

Malwa Old \$1000 to \$1100

Malwa Old \$1120 to \$1160

Malwa V. Old \$1180 to \$1220

Perdan quality \$890

Perdan extra fine \$900

Patna New \$1350 to — per chest

Patna Old — to —

Benares New \$1340 to —

Benares Old — to —

VESSELS EXPECTED.

THE INDIAN MAIL.

The Indo-China steamer *Leizang*, from Calcutta and the Straits, left Singapore for this port on the 11th inst., at 5 p.m.

THE FRENCH MAIL.

The M.M. steamer *Polynesia* will leave Saigon on the 15th inst., at 1 p.m., for this port.

THE AMERICAN MAIL.

The P.M. steamer *Siberia*, from San Francisco to the 23rd ult., via Honolulu, left Yokohama for this port via Inland Sea, &c., on the 11th inst., due here about the 18th inst.

THE CHINESE MAIL.

The N.Y.K. steamer *Ketsin*, from London, &c., left Singapore for this port on the 8th inst., at 1 p.m., and is expected here on the 15th inst., at 5 p.m. This steamer brings cargo originally intended for *Seda Maru*.

The C.C. steamer *Clavering* arrived at Kule on the 5th inst., and is due here on the 16th inst.

The P. & O. steamer *Manila* left Singapore for this port on the 12th inst., at 6 a.m.

The A.L. steamer *Marquis Bacquhem* left Singapore for this port on the 12th inst.

The O.S.S. & C.M. steamer *Egon* left Singapore for this port, and is due here on the 18th inst.

JOINT STOCK SHARES.

COMPANY	PAID UP	QUOTATIONS.
Hongkong & Shanghai	\$125	\$443, buyers
Nati Bank of China	28	\$351, buyers
B. Shares	28	\$351, buyers
Found. Shares	21	\$10.
Hait's Ashes & E. A.	21	\$5, sellers
Canton-Hongkong Ice	\$10	\$10, nominal
Campbell, Moore & Co.	\$10	\$37, x.d., sellers
China-Borneo Co. Ltd.	\$12	\$8.10, buyers
China Light and	\$10	\$5.
Power Co. Ltd.	\$10	\$8.75.
China Iron, L. & M.	\$100	\$123.
China Sugar	\$100	\$123.
Cigar Companies	\$600	\$200.
Alhambra, Ltd.	110	\$10, buyers
Philippine Co.	110	\$10, buyers
London & Lancashire	110	\$10, buyers
International	110	\$10, buyers
Laun Kung Mow	110	\$10, buyers
Soychoe	110	\$10, buyers
Hongkong	110	\$10, buyers
Dairy Farm	110	\$10, buyers
Swatow Co., Ltd.	110	\$10, buyers
Green Island Cement	110	\$10, buyers
Hongkong & C. Gas	110	\$10, buyers
Hongkong Electric	110	\$10, buyers
H. H. L. Tramways	110	\$10, buyers
St. John's Water	110	\$10, buyers
Bank of China	110	\$10, buyers
Hongkong Hotel	110	\$10, buyers
Hongkong Ice	110	\$10, buyers
H. & K. Wharf & Co.	110	\$10, buyers
Hongkong Rope	110	\$10, buyers
H. & W. Dock	110	\$10, buyers
Insurance	110	\$10, buyers
China Fire	110	\$10, buyers
China Trade	110	\$10, buyers
Hongkong Fire	110	\$10, buyers
North China	110	\$10, buyers
Union	110	\$10, buyers
Yangtze	110	\$10, buyers
Land and Building	110	\$10, buyers
Hongkong Land	110	\$10, buyers
Humphreys & Co.	110	\$10, buyers
Kowloon Land & B.	110	\$10, buyers
West Point Building	110	\$10, buyers
Shanghai Land	110	\$10, buyers
Luzon Sugar	110	\$10, buyers
Aining	110	\$10, buyers
Charbonnages	110	\$10, buyers
Punjab	110	\$10, buyers
Do. Preference	110	\$10, buyers
Bank	110	\$10, buyers
New Amoy Dock	110	\$10, buyers
Powell, Ltd.	110	\$10, buyers
Steamship Coys.	110	\$10, buyers
China and Manila	110	\$10, buyers
Douglas Steamship	110	\$10, buyers
H. Canton and M.	110	\$10, buyers
Indo-China S. N.	110	\$10, buyers
Shell Transport and	110	\$10, buyers
Trading Co., Ltd.	110	\$10, buyers
Do. Preference	110	\$10, buyers
Star Ferry	110	\$10, buyers
S.C.F. & Co., Ltd.	110	\$10, buyers
S. & H. Dyeing & C.	110	\$10, buyers
Co., Ltd.	110	\$10, buyers
Tobacco Planting Co.	110	\$10, buyers
United Asbestos	110	\$10, buyers
Waddington	110	\$10, buyers
Watson & Co., Ltd.	110	\$10, buyers

HONGKONG TIDE TABLE.

High Water.	Low Water.
Mean Time.	Mean Time.
Height.	Height.
At 15th to 21st April.	At 15th to 21st April.
At 15th.	At 15th.
At 16th.	At 16th.
At 17th.	At 17th.
At 18th.	At 18th.
At 19th.	At 19th.
At 20th.	At 20th.
At 21st.	At 21st.

HONGKONG HIGH-LEVEL TRAM.

WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.	
7.30 a.m. to 8.00 a.m.	Every 10 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 10 minutes.
9.00 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 12.15 p.m.	Every 15 minutes.
12.15 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 3.30 p.m.	Every 15 minutes.
3.30 p.m. to 4.00 p.m.	Every 15 minutes.
4.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 8.00 p.m.	Every 15 minutes.
NIGHT CARS.	
1.45 p.m. & 7.00 p.m.	9.45 to 11.15 p.m.
every ½ hour.	
SUNDAYS.	
8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 12.00 Noon	Every 10 minutes.
12.00 Noon to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.
NIGHT CARS as on Week Days.	
SPECIAL CARS.	
1 late cars at 11.30 p.m. and 11.45 p.m.	
SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.	
JOHN D. HUMPHREYS & SON, General Managers.	
Hongkong, 14th January, 1914.	